

# CHINA GRANTS ALL JAPANESE ASK: UPRISING SURE TO COME

Final Form of Japanese Demands Much Less Drastic Than When Negotiations Were Broken Off and Group Five Stricken Out

## NIPPON PREPARES FOR WAR WHILE IN DOUBT

Washington and Tokio Both Had Intimation In Advance That There Would Be No War As Nationalists Here Predicted

Japan's ultimatum expires at seven-fifty-five Sunday night Tokyo time, or five minutes before noon Honolulu time.

(Associated Press by Federal Wireless.)

PEKING, May 8.—Attaches of the foreign office worked here all last night translating the ultimatum presented by Japan and drafting a reply which complies with the demands made, the whole to be submitted today to the president and council of the republic. The reply will be delivered to Minister Hiroki this evening or Sunday, before the time limit of the ultimatum expires. It will review the case in its entirety and accept the demands unqualifiedly. A revolutionary outbreak is expected to follow its promulgation.

(Associated Press by Federal Wireless.)

TOKIO, May 8.—Although the foreign office professes to believe that China will accept the terms of the amended ultimatum delivered in Peking at three o'clock yesterday afternoon, diligent preparations for war are going forward.

Five army transports sailed today from Hiroshima in the direction of China, but their exact destination is unknown. Numerous warships left under sealed orders.

Some Chinese are leaving the city and among them is Dr. Sun Yat Sen, first President of the Chinese Republic, now an exile.

Korea is humming with military activities.

The final terms of the ultimatum are much milder than the demands on which Japan still insisted when negotiations were broken off.

GROUP FIVE OMITTED

All the articles included in the so-called Group Five, which contained the proposals most humiliating to China, have been stricken out and the remainder have been softened, except in the case of the Fu Kien concessions, as to which an agreement had been reached before relations were strained to the breaking point.

These modifications are set forth in an official announcement 3500 words long. Japan explains that the intent of Group Five has not been abandoned, but that Japan consents, for the purposes of the ultimatum, to defer consideration of the specified points, in accordance with China's wishes.

Minister Hiroki, in Peking, was instructed to emphasize to the Chinese foreign office the conciliatory spirit Japan had shown, but not to let it be mistaken for faltering. Japan intended, he was to say, to live up to the exact letter of the ultimatum.

Foreign Sentiment

Sounded by Bryan

WASHINGTON, May 8.—From a high source came intimations yesterday that the crisis between China and Japan had passed and that a settlement would be reached without resort to the arbitrament of arms. Diplomatic circles here are of the opinion that China will yield.

Secretary Bryan made it known today that the United States has sounded England, France and Russia, to learn their sentiment toward the attitude of their ally in the Far East. What replies the American ambassadors at London, Paris and Petrograd have received Mr. Bryan did not say.

A synopsis of the ultimatum has been received by the state department from the American charge at Tokio. The American ambassador in America, on leave of absence. The synopsis confirms the news dispatches from Tokio that Japan made important modifications of her demands at the last moment.

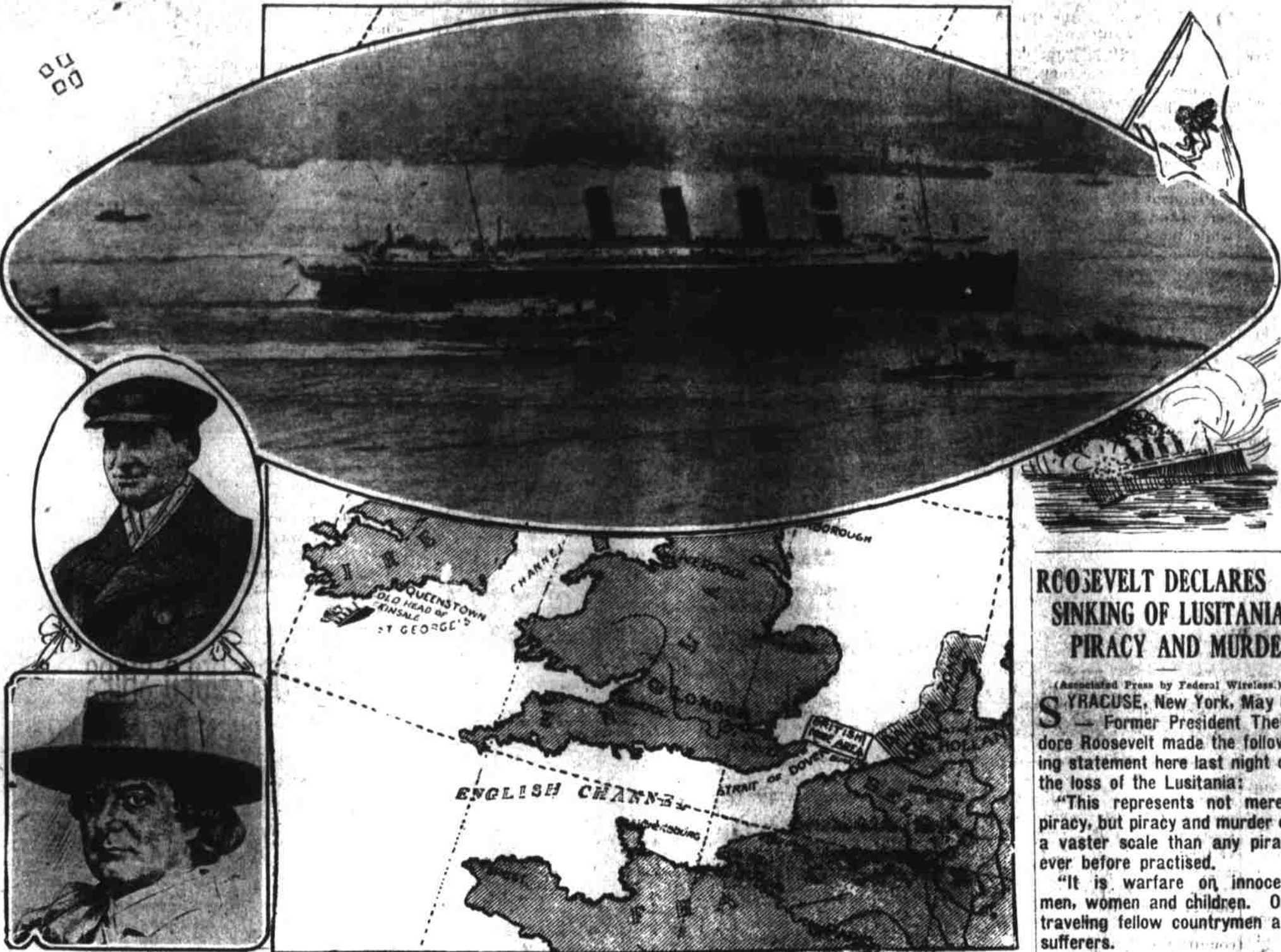
Whether these modifications came within the scope of the American policy announced here Wednesday night, the secretary would not say. In short, there is nothing to show whether the ultimatum observes the treaty rights of America, keeps her door open to commerce and respects the integrity of Chinese territory.

ECONOMY IN THE END.

It costs but a small amount to keep Chamberlain's Colic, Cholera and Diarrhoea Remedy always in your medicine chest, and it is economy in the end. It always cures and cures quickly. For sale by all dealers. Benson, Smith & Co., Ltd., agents for Hawaii.

# GERMAN WASP SINKS LINER LUSITANIA

MAGNIFICENT Cunard Transatlantic Liner Lusitania, Which Was Torpedoed By German Submarine In British Waters, Entering Port of New York City, and Map Showing Where Steamship Went Down (Marked By Sinking Vessel) With 1416 Passengers Aboard, Off Coast of Ireland: Alfred Gwynne Vanderbilt (Upper), Who Is Among the Drowned, and Elbert Hubbard, Famous Author and Sage, Who Was Among Americans in Ill-Fated Steamer



## Teuton Raider 'Strikes' Cunarder Twice Off Irish Coast and Vessel Goes Down In Fifteen Minutes While Terror Reigns Aboard

(ASSOCIATED PRESS BY FEDERAL WIRELESS.)

LONDON (8:30 a. m.), May 8.—Two German torpedoes, unleashed by an undersea hunter, sent the crack British liner Lusitania to the bottom yesterday afternoon in fifteen minutes.

One thousand or more of the passengers and crew, many of them Americans, are believed to have been drowned or killed outright and of the five or six hundred brought ashore at Queenstown and Kinsale, Ireland, several were wounded, some had died in the arms of their companions and many were taken to hospitals, completely unstrung by shock, horror, nervous strain and exposure.

No such smashing blow to the sentiment of the world, and particularly of America, has been struck since the war began.

### ATTACK PLANNED FOR WEEKS

In addition to the official advertisements of the last three or four weeks, that all neutrals should keep off British ships, private letters within the knowledge of United States diplomatic officers lead to moral certainty that the attack had been planned for weeks.

So far as the United States is concerned, it comes as the climax of a series of shocks, in which the first was the killing of Leon Thrasher, an American mining engineer, on board the British steamship Falaba; the second the dropping of bombs on the American steamship Cushing by a German dirigible, and the third the sinking of the American steamship Gulfight, off the Scilly Isles, with the loss of three American lives.

### FIRST TORPEDO FINDS MARK

The first torpedo found its mark on the forward quarter. Most of the passengers were in the main saloon, eating luncheon. Almost before they could rise from their chairs, they were hurled to the floor by a second explosion, just ahead of the engine room.

Officers on the bridge sighted the periscope of the submarine and marked the white bubbling wake of the torpedoes, but swift as the Lusitania was, she could not turn and dodge quickly enough. The invisible German lieutenant in the conning tower beneath the surface had marked down his quarry too well. The Lusitania was winged as a duck in winged in full flight, with first one barrel and then the other. Her very headway carried her into the path of the destruction launched against her.

### BOTTOM TORN OUT OF SHIP

The force of the two explosions literally tore the bottom out of the ship. Her watertight compartments were valueless. The torpedoes ripped such huge rents in her steel skin that she began to fill along her whole length and already was heeling over heavily when the first boats were lowered away.

Such broken, incoherent accounts as can be patched together from the survivors praise the bravery of the officers. Five hundred first cabin passengers were lowered away in the first ten boats, but the heavy list the ship rapidly took soon rendered the davits unworkable, and the cumbersome motor lifeboats stuck in the falls.

Life saving rafts, buoyed up on steel pontoons, supported a number. Others clung to life preservers. There was very little floating wreckage and the water was numbing cold.

Captain Turner and First Officer Jones stuck to the ship until she began to settle under their feet. Then they jumped clear, as wide as they could, and swam until they were picked up. Seventy-nine were rescued by a motor boat that put out from shore.

### PASSENGERS, 1251; CREW, 816

There were 2067 souls aboard—1251 passengers and 816 crew.

First Officer Jones telegraphed as soon as he reached Queenstown that he believed six hundred had been saved.

The company's Liverpool offices estimate was between five and six hundred.

The Admiralty reported that eleven had been landed by navy patrols at Kinsale, County Cork.

A Dublin dispatch to the Exchange Telegraph company placed the loss of life at one thousand.

Piecing these scattered and hasty guesses together, it would seem that the Dublin estimate is moderate rather than alarmist. Fourteen hundred or more would seem to be the correct figures, if not more than the six hundred accounted for have been saved, allowing for isolated rescues.

For sheer horror, the sinking of the Lusitania surpasses anything in the crowded annals of the sea. Those that went down in the Titanic had hours in which to steel themselves to the thought of death. Some of them deliberately chose death, rather than be parted from their loved ones. The shock of the collision was comparatively slight. The boats were lowered away in good order, without hitch.

Horror Follows Explosions

The Lusitania was battered in and torn apart by two smashing, wrenching blows. Her passageways and gilded cabins were filled with flying splinters and the acrid fumes of explosives.

Many of those in the bowels of the ship never got on deck before the sea closed over her. Those that did were still frantic with fright.

As far as can be inferred from the scanty details that are actually known, only the five hundred taken into the first few boats launched and those brought to shore in patrols, launches and the tugboat Storm Cock were saved, and there seems to be some duplication in even those figures.

The patrols landed eleven; the tug carried 150, and the motor boat seven. That would be 729 saved, a figure in excess of anything named by survivors or the authorities.

Probably Some Were Transferred

Probably some of those in the crowded lifeboats were transferred to the tug and motor boat. All the others that jumped must have become exhausted or have been sucked down in the vortex of the sinking ship.

The Lusitania was well inside the shelter of the shore of Ireland, twenty miles from Cork harbor and safety, when she was struck, just off the Old Head of Kinsale, the boldest promontory on the Irish coast.

For some reason unexplained, she was a day behind her schedule. She sailed from New York last Saturday, being a five-day boat, she should have reached Queenstown on Friday. It is not yet known if she had received warning to be on the lookout for submarines, or if she was taking only the ordinary precautions.

Tragic Scenes at Cunard Offices

Nothing official could be had last night from the offices here of the Cunard line. Thousands of weeping men and women besieged the doors and windows.

### British Author Predicted Loss

Sir Arthur Conan Doyle predicted the loss of the Lusitania in a remarkable piece of fiction written just before the war broke out and still in course of serial publication in an American magazine when hostilities became an actuality.

The title he chose was "Danger" and his action was based on a supposition that a war between England and a stronger power, with a weak navy, England was able to bottle up the fleet and parts of her fleet, just as she has done with Germany, but the smaller country was besieged the doors and windows.

## ROOSEVELT DECLARES SINKING OF LUSITANIA PIRACY AND MURDER

(Associated Press by Federal Wireless.)

SYRACUSE, New York, May 8.

Former President Theodore Roosevelt made the following statement here last night on the loss of the Lusitania:

"This represents not merely piracy, but piracy and murder on a vaster scale than any pirate ever before practised.

"It is warfare on innocent men, women and children. Our traveling fellow countrymen are sufferers.

"In the face of such provocation, it seems impossible that we can refrain longer from action. There is a duty that we owe, not only to humanity but to our national self-respect."

## TAFT PREDICTS RETURN OF REPUBLICAN PARTY

(Associated Press by Federal Wireless.)

MADISON, WIS., May 8.—In the first political speech former President Taft has made since 1912, he said here yesterday that he believed the prospects favorable for Republican success in 1916.

Business stagnation, he said, had convinced the people of the necessity for a change of administration. If the party held to its principles it would choose a leader who could do things, and who could put the country on a sound basis.

## ITALY STILL WAVERING

(Associated Press by Federal Wireless.)

ROME, May 8.—By decree of the throne, the chamber of deputies and the senate will not convene until May 20, a week later than the day set. The inference generally made is that the government does not wish to be embarrassed by inquiries into the critical negotiations still in progress with Austria.

## BRITISH FREIGHTER AFIRE

(Associated Press by Federal Wireless.)

NEW YORK, May 8.—The British freighter Canastota, due to sail Wednesday for Australia with a cargo of wool, was found ashore yesterday at her pier. The flames were extinguished after damage estimated at \$35,000 had been done. The agents suspect incendiarism.

## TWO OTHER SHIPS SUNK

(Associated Press by Federal Wireless.)

LONDON, May 8.—In addition to the Lusitania, two other vessels were sunk yesterday off the Irish coast by German submarines. Both were freighters owned by the same company, and both crews were saved. One was the Conton of 1704 gross tons and the other the Candidate of 3826 tons. Neither was given any warning.

## CANAL TOLLS INCREASING

(Associated Press by Federal Wireless.)

WASHINGTON, May 8.—During the month of March 136 vessels passed through the Panama Canal. They paid tolls amounting to \$806,313, making a total collected since the canal was opened of \$2,971,675.

## TORNADO KILLS SEVEN

(Associated Press by Federal Wireless.)

COLUMBIA, South Carolina, May 8.—Seven persons were killed yesterday at several interior points and many injured by a tornado that cut a swath across the state.

## PILES CURED IN 6 TO 14 DAYS.

PAZO OINTMENT is guaranteed to cure any case of Itching, Blind, Bleeding or Protruding Piles, in 6 to 14 days or money refunded.—Made by PARIS MEDICINE CO., Saint Louis U. S. of A.

# MANY NEUTRAL NATIONALITIES WERE ABOARD SUNKEN LINER

Alfred Gwynne Vanderbilt, Multi-millionaire Horse Fancier and Man of Fashion, Among Americans Who Lost Their Lives

## OTHER PROMINENT MEN MAY HAVE BEEN VICTIMS

Charles Frohman, Theatrical Magnate and Elbert Hubbard Were in Torpedoed Steamer But Fate of Both Is Uncertain

(Associated Press by Federal Wireless.)

NEW YORK, May 8.—The Lusitania sailed from this port last Saturday carrying 1251 passengers, of which 186 were Americans, and a crew of 816, divided as follows: First Cabin British 179, Americans 106, Greeks 3, Swedes 1, Mexicans 1, Swiss 1.

Second Cabin—British 521, Americans 65, Russians 3, Belgians 1, Dutch 1, French 5, Italians 1.

Third Cabin—English 204, Irish 39, Scotch 13, Russians 59, Americans 17, Persians 18, Greeks 3, Finland 1, Scandinavians 4, Mexicans 1.

## EIGHT NEUTRAL NATIONALITIES

Neutral nations represented: America, Greece, Sweden, Mexico, Switzerland, Holland, Italy, Persia.

Among the well known Americans on board were: ALFRED GWYNNE VANDERBILT—Drowned. CHARLES FROHMAN—Fate unknown. ELBERT HUBBARD AND WIFE—Fate unknown.

The vessel carried a cargo valued at \$750,000 and war risk insurance guaranteed by the government of \$9,000,000.

A message from Queenstown sent here says:

"Mrs. H. B. Lassetter and son, booked at Sydney, are safe."

## Alfred G. Vanderbilt Had Immense Wealth

Alfred Gwynne Vanderbilt was born in 1877. He was the son of Cornelius Vanderbilt, who died in 1899, and of Alice Gwynne Vanderbilt. His grandfather was William Henry Vanderbilt, son of the founder of the family, Commodore Cornelius Vanderbilt. This makes Alfred a great-grandson of the first Vanderbilt. He was a brother of Cornelius III and of Reginald.

## WAS MARRIED TWICE

Mr. Vanderbilt was educated at Yale. In 1901 he married Elsie French, and in 1911, Mrs. Margaret Emerson McKim. He was president of the National Horse Show of New York and a director of the International Horse Show of London. Few men have been so prominent in the coaching world. He got wide notoriety through driving blooded horses to a coach between New York and Philadelphia and also in England.

## HAD IMMENSE FORTUNE

In 1912 he came into possession of the last half of his fortune, when he reached thirty-five years. This sum was estimated at \$30,000,000. He received the first half when he was thirty years old, having been allowed the income until that time. His New York real estate holdings were estimated to be second only to those of the Astor family. His death bears a striking resemblance to that of Colonel John Jacob Astor, who perished in the wreck of the White Star liner Titanic three years ago when returning from Europe on his honeymoon trip, his bride being Miss Madeleine Eborac.

## DIVORCED AND REMARRIED

The wedding of Elsie French and Mr. Vanderbilt was a society event. They drifted apart, however, and she obtained an absolute divorce. He then married Mrs. McKim, daughter of the wealthy Baltimore family of Emerson. A son was born to them in 1912. Inasmuch as the first Mrs. Vanderbilt refused to accept any settlement when she obtained her divorce, the great fortune is intact for the child.

## Four Honoluluans Probably Aboard

On board the lost liner Lusitania are believed to have been three and possibly four Honoluluans. Two of these are Mrs. Alfred T. Wakefield, a sister-in-law of James Wakefield, and her niece and traveling companion, Miss H. M. Jones. They sailed from Honolulu on the Lurline April 13.

"I heard from Mrs. Wakefield last night," said James Wakefield last night, "when she reached New York. She arrived there in time to catch the Lusitania, on which she intended to take passage. Today, I had another message from friends, and, although I am not positive, it makes me almost certain that Mrs. Wakefield and Miss Jones were on board."

Mrs. Wakefield was Miss Mary Smith of Birmingham, England. She was returning to her home, after the death of her husband, early last month. Miss Jones, her companion, had lived here eight years and was well known.

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